

WASHINGTON.

Liberty and Union, now and forever, one and inseparable.

MONDAY, AUGUST 16, 1847.

THE NEWS FROM THE SEAT OF WAR.

At length we have direct intelligence from the City of Mexico and from the Headquarters of Major General Scott of later date by a whole month than any information of an authentic character heretofore received. Such as it is, however, the news is of any thing but a decisive character. Except the casualties of the camp and garrison, it proves nothing in reference to the probable duration of the war, unless that all the reports on that subject which have furnished matter for Telegraphic despatches and Newspaper extras during the last four weeks have been essentially false. In that respect, the Telegraph, since its extension to Richmond, has been singularly unlucky in bringing from the South no news concerning the war, which, besides being false when it reached that city, has not become still more delusive in its transmission Northward.

The news from our Army in Mexico is, however, in so far satisfactory as it apprizes us that no disaster has occurred to it: that the detachment under Gen. PIERCE has reached Perote, and the line of communication between Gen. Scott and the outpost of Vera Cruz is open.

The prospect of Peace, we are sorry to say, is not satisfactory, though not altogether desperate. It is understood that Mr. BANKHEAD, the British Minister in Mexico, who has been exerting himself to his utmost to induce the present Government of Mexico to enter into negotiations for peace, has given his opinion that the dissensions among the rulers and leading men in that distracted country were of themselves a great and almost insuperable obstacle to a pacific arrangement upon any terms.

These dissensions the march of the Army of the United States upon Mexico, we presume, will force to a decisive result in one way or other.

CAPTAIN AULICK, U. S. N.

The reader will find, in another column, an Official Correspondence between Captain AULICK and the Navy Department concerning certain reports which it appears have been set afloat prejudicial to the conduct of the Captain on his late service in the Gulf of Mexico. To those who know the character of that gallant officer no vindication of this kind, elicited by his nice sensibility, could be necessary. Independently of the testimony officially borne by the Secretary of the Navy, we have ourselves seen letters from high officers of the Navy indignantly reprobating as base and groundless the aspersions cast upon him.

THE CONVENTION QUESTION IN KENTUCKY.—The vote upon calling a Convention to revise the Constitution of the State of Kentucky shows that question to have been carried by a large majority. It is necessary for it to receive another affirmative vote of the people (that is, a vote amounting to one half of all the registered voters in the State) before the call for a Convention can take effect.

MADNESS.—The Government Editor, on Saturday week, made another long assault upon the proceedings of the Chicago Convention. We are glad of it, for the desperation of the demonstration proves its impotence. The more the Government Editor assails the policy of improving national rivers and harbors, the more will the People of the nation assail the President and his Administration. We could not wish a political opponent placed in a worse position than in opposition to the improvement of the means of national commerce. The voice of the country has already been spoken in favor of the just power of Congress over this great national question; and every day serves but to deepen and strengthen the popular sentiment. It is utter madness to oppose the national will on such a subject, and the ravings of the Administration organ significantly illustrate the old proverb, "A Whom the gods wish to destroy, they first make mad."

[Cincinnati Atlas.]

"HERE BE TRUTHS."—The New Orleans National, in an article treating of the consequences of this war with Mexico, says:

"The expenses of the Mexican war are consuming every cent of revenue that can be got into the Treasury. All internal or national improvements are suspended. No appropriations can be made, because it will interfere with the money wanted for the precursors war. The arts of peace are all nought; nothing has any value but engines of death, powder, bomb-shells, and Major Generals. Even the national docks, so much needed by Government, are to be suspended to husband the resources of the Treasury to carry on the war. Hundreds of our worthy mechanics are to be thrown out of employment and left to starve because the money they should receive for their labor upon works of real utility is wanted to be wasted upon favorites of the Government, in purchasing materials to carry on the war; and such are the consequences of war: they prey upon and ruin alike both conquerors and conquerors."

PROTECTION IN GREAT BRITAIN.—Those who quote the example of Great Britain to justify the removal of all protection, should read the following extract from a speech made to his constituents by Mr. SMYTH, one of the most efficient co-operators with Sir Robert Peel in his recent free-trade measures:

"I cannot, however, quit this subject of free trade without expressing my opinion on the abstract principle. I by no means hold that the principle of free trade is absolutely true, nor that it is of universal application. If I were an American, the citizen of a young country, I should be a protectionist. If I were a Frenchman—the native of an old country with its industry undeveloped—I should equally be a protectionist."

GEORGE RAPP, the founder of Economy, (Pa.) and the greatest communist of the age, is dead. He departed this life on the 9th instant, aged ninety-two years. He was a native of Germany, and emigrated to this country half a century ago with a band of followers, with his own peculiar religious, political, and social views. His niece is his heiress, but, as celibacy is a peculiarity of their creed, the stock will of course soon run out.

The Quebec Canadian of Monday week gives a few additional particulars of the melancholy accident on the St. Lawrence. It says that seven of the females drowned were mothers of families; the other eight were young women; and the young man, who made the sixteenth victim, was seventeen years of age. The young woman, one of the three saved, is said to have been seriously injured.

Mrs. Eliza Williams, wife of the Rev. Gershom Williams, of Scott, Wayne county, Pennsylvania, was murdered on Sunday, the 1st instant, when on her way to a Sabbath school, in which she was a teacher. The murderer is an Englishman, named John Bell, recently liberated from the penitentiary in Philadelphia. This man was immediately apprehended, and confessed that he had strangled her.

OFFICIAL.—FROM THE "UNION."

FROM PUEBLA.—A letter has been received in Washington, from an officer of the army, as late as the 29th and 30th July. It states that General SCOTT would move upon the capital as soon as Gen. PIERCE arrived with his reinforcements—about the 2d or 3d of August. Mr. Trist had been quite ill, but was then convalescent. We are happy to hear that Gen. Scott had waited upon him during his indisposition, to confer with him about the public concerns.

We can find nothing to confirm the statement which some of the letter-writers from Washington are giving, as it appears in the Baltimore Sun of this morning, viz: that "a letter, to which I referred in my last, has been received from Mr. BANKHEAD, by the British legation here, in which he states, as I learn, the same thing, and adds, that the attempt, in which he assisted, to induce the Mexican Government to listen to these proposals, utterly failed."

THE SECRETARY OF STATE and the POSTMASTER GENERAL have returned to Washington from their visit to Old Point.

NAVAL ACADEMY.—The annual examination of the Midshipmen at the Naval School was closed at Annapolis on the 7th instant, and the following is a list of those who have been successfully passed by the Board of Examiners:

John L. Davis,	W. P. Buckner,
W. K. Bridge,	R. J. D. Price,
W. R. Thomas,	Thomas C. Harris,
J. S. Thornton,	W. H. Murdaugh,
W. H. Wilcox,	M. P. Jones,
W. H. Reilly,	O. C. Badger,
W. T. Truxton,	James Armstrong,
W. Gibson,	Wm. Sharp,
R. L. Law,	Robert Selton,
John T. Walker,	Thos. C. Eaton,
N. T. West,	The L. Walker,
A. C. Jackson,	S. S. Hunter,
J. Van McCollan,	S. S. Bassett,
Thomas Roney,	J. H. Somerville,
J. M. Brooke,	L. H. Lyne,
A. F. Monroe,	Joseph Fry,
W. H. Fauntleroy,	E. D. Denny,
W. W. Brodhead,	John T. Barraud,
John Wilkes, jr.	

These names are given in the order of appointment, and not in the order of merit. The class of 1841 is so large that a great part of it will remain to be examined during the coming year, and the numbers of relative rank cannot of course be finally assigned until after that examination shall have been completed.

U. S. FLAGSHIP MISSISSIPPI, Annapolis, July 25, 1847.

SIR: Having this moment returned from Tabasco, I write a brief line to inform the Department that the sick of the squadron are doing tolerably well; though we have numerous cases, but few have terminated fatally. We have had nine deaths, including Lieut. PARKER, the only officer who has died. I am, sir, very respectfully, your obedient servant,

M. C. PERRY,

Commanding Home Squadron.

Hon. J. Y. MASON, Secretary of the Navy, Washington.

FROM OREGON.

MR. HERBARD, from whom we derived our latest intelligence from Oregon, has favored us with a copy of the Oregon Spectator.

The Oregonians are determined to have a steam tow-boat, so that vessels may be brought up the Columbia river with safety. The currents are strong, and sail vessels cannot depend on the winds to stem the currents. The appropriation made for the year was \$5,000, which will increase the Territorial debt to \$10,000.

The following Territorial officers were elected by the Legislature: FREDERICK PRIGG, Secretary of the Territory; ALONZO SKINNER, Circuit Judge; H. M. KNOTT, Marshal; JOHN H. COVICH, Treasurer; GEO. W. BELL, Auditor. A memorial to Congress states that Oregon can already furnish at short notice five thousand barrels of flour for the use of our Pacific squadron, three thousand barrels of beef and two thousand of pork. Lumber, tar, pitch, flax, and hemp can be hereafter supplied if a demand should be created for them. I ask for confirmation of locations already made, for grants of lands for educational purposes, and for a steam tow-boat on the Columbia; and recommends a railroad to the States. The wind blows down the river five months of the year, and vessels are said to be two months in sailing up one hundred miles, whilst the difficulty could be easily overcome by steam, and a large trade opened with the Pacific.

The Oregon treaty by which the boundary was settled with Great Britain seems to be very popular with the American emigrants.—St. Louis Union.

NEW YORK, AUGUST 17.

Dreadful Disaster at Sea.—Immense loss of Life. We have the distressing intelligence here to-day, brought by the arrival of a vessel just in port, that the ship IDUNA, which left Hamburg for New York with two hundred and six passengers on board, foundered at sea on her way over, and one hundred and seventy-two of the passengers went down to a watery grave. The commander of the vessel, Capt. Molony, was also lost. Those who escaped were picked up at sea by a vessel that fortunately came to their assistance in time. They were clinging to the wreck in a condition of dreadful suffering.

MARRIAGE NOMINATIONS.—The Whigs of Somerset county have nominated the following gentlemen for the House of Delegates: Benjamin I. Dashiell, Sydney C. Long, Levin Tyler, and Nathan C. Conner, Esqs.

The Whigs of Washington county have nominated for the House of Delegates: Ezekiah Boteler, Isaac Motter, James Bays, Robert Fowler, and George L. Zeigler, Esqs.

LATENT FROM GOSKEL ISLE.—The Canadian papers continue to give distressing accounts of the mortality among the emigrants reaching Canada. The Quebec Chronicle of last Tuesday states that the latest intelligence from the quarantine station is gloomy in the extreme. At no time since the season commenced had the sickness been more severe or the circumstances more perplexing to those in authority. The number in hospital was 2,240. It was never so crowded, and the mortality was alarming. Three thousand and six hundred fresh emigrants had arrived since the last report, (about a week previous, we believe,) and on board of two of the vessels which brought these additional emigrants there had been one hundred and fifty deaths, viz: the barque Larch, from Sligo, 168, and the ship Ganges, from Liverpool, 45. The other ships, altogether, had lost on the passage only some fifty or sixty.

THE STRAITS WASHINGTON.—It is not expected that this steamer will be able to sail before the middle of September. The houses on deck are being removed and the bulwarks altered, so that she will be relieved of more than a hundred tons of top hamper. She is to have a flush deck and a second class cabin. The Government is better pleased with her performance on her first trip than it was with her appearance before it.—Jour. of Com.

DAMAGES FOR A ROWDY EXPLOIT.—In the Court of Common Pleas at Boston, a day or two ago, the case of Catherine C. Meade vs. J. C. for trespass, was disposed of. The plaintiff lived in Charleston, and there was an odor about the reputation of her house which was not agreeable to the moral sensibilities of the defendant and his associates. Therefore, one night, in company with several other modern reformers of the "regulator" order, he paid a visit to the house. His suite remained outside while he found his way into the house, knocked Mrs. Meade down, and then gave three yells, which were followed by a volley of stones from the party outside. There was no appearance for the defense, and the only question before the jury was the amount of damages, and they returned a verdict of \$363 33.

HENRY CLAY IN PHILADELPHIA.

FROM THE NORTH AMERICAN OF MONDAY.

Political sympathy, and the strong sense of gratitude which the services of a pure-hearted and noble-minded statesman awaken in those who drive the benefit of the services given, had a noble, an unusual, and an exalting illustration on Saturday. The man to whom the fealty of the Whigs of the nation has been unreservedly given—the statesman to whom, in peril or peace, in defeat or victory, millions of hearts have turned with unfaltering confidence—came into the midst of our community, which has been ever foremost in testimonies of attachment to his fortunes, in endeavors to build up his greatness and to reward his deservings. HENRY CLAY arrived in Philadelphia on Saturday and his coming stirred feelings to expression that have been deeply cherished.

There had been but little note of his coming, and that of such an uncertain and dubious character that many disbelieved the information while they regretted the absence of opportunity to make expression of personal respect and political sympathy. The fear that he would not come seemed to increase the general desire for his presence, and thousands went to the depot at the time appointed for the arrival of the cars to satisfy a hope that he might favor us with a visit. The mass awaited the arrival of the train in silence; but the signal that he was a passenger was no sooner given than enthusiasm arose a once to its pitch, and deafening cheers rolled forth in almost endless succession. The crowd poured into the depot and filled it completely, while on the broad street there remained a groody number awaiting his coming forth.

Mr. CLAY's appearance on the platform of the cars stirred the enthusiasm to a double strength, and the crowd struggled forward to shake his hands and then turned to gaze upon him. Borne along by, not through, the mass, he reached at length the carriage of HENRY WHITE, Esq., whose guest he was, and departed for that gentleman's residence and the unceasing cheers of the thousands of Whigs who were congregated so suddenly to welcome him.

It was soon known in every quarter that Mr. CLAY was in the city, and preparations for a serenade were promptly made. The announcements of this intention were but few, but at a late hour in the evening Walnut street, from Broad to Schuylkill Sixth street, was densely packed with people who impatiently called for Mr. CLAY, and answered every cry for cheers with tremendous bursts of sound. To this vast number was added a procession of Whigs, preceded by a powerful band, which with extreme difficulty made its way to the residence of Mr. White.

The sweet and eloquent harmony floated on the air, and the vast crowd was silent while it was poured out; but when it ceased there came again and again the surging waves of sound, and the cries for the appearance of Mr. CLAY were louder and deeper than before. The band played again, with intervals of passionate outbursts, until the enthusiasm, overflowing itself, became ungovernable, and the sound of the music was utterly lost in the tremendous voice of demand for the appearance of the idol of every Whig heart. It was represented that Mr. CLAY had retired to sleep at an early hour in consequence of the fatigues of his journey, and that he should be excused from presenting himself before his friends because he was suffering under a recent and heavy affliction; but it was of no avail.

At length Mr. CLAY appeared upon the balcony, and the scene at that moment was such as it is impossible to describe. There was a perfect abandonment to the feeling of the moment—an intense desire to testify attachment to the venerable statesman that passed all bounds; and, as he stood before them, it was a spectacle which spoke to the heart and stirred the pulse with an unusual and most elevating feeling.

Silence was after many minutes restored, and Mr. CLAY spoke in a full and distinct voice in answer to the call made upon him, briefly but to the purpose, and with all the terseness, elegance, and aptness which are the distinguishing characteristics of his oratory, mingled with a grateful feeling which the peculiar circumstances of the moment could not fail to create.

He had come to this city without any intention—certainly without any desire—of causing such a public manifestation. He had left his home for the purpose of escaping from affliction and perpetually recurring feelings, in the hope of finding among the friends whom he might meet during his travels a portion of consolation for the heaviest affliction Providence had ever visited upon him; but under whatever circumstances he might have come among us, he would be void of gratitude, he would be destitute of all the finer feelings of nature, if he failed in thankfulness for the kindness so manifested. The city of Philadelphia, he was proud to say, had, during all the trials, difficulties, and vicissitudes of his chequered career, been his warm and steadfast friend.

But, if even the occasion was not unfit, the feelings under which he labored would prevent him from seizing upon it for the purpose of making a set speech, and in parting he would only say, as the day which ushers in the Sabbath that all men should respect was nearly spent, that they would unite with him in the expression that to our country, whether it is directed in its public measures by a good government or a bad one—whether it is in prosperity or adversity—in peace or at war, we should always give our hearts, our hands, and our hopes.

Mr. CLAY bade farewell to his fellow-citizens, and retired and the awakened crowd of enthusiastic feeling and the vast mass quickly dispersed.

The departure of Mr. CLAY from Philadelphia for Cape May on Monday morning was attended by the same indescribable enthusiasm to which his arrival and stay in that city gave rise. From the residence of Mr. WHITE, in Walnut street, to the wharf, the carriage was closely attended by an excited and eager crowd, all pressing forward at hazard of life and limb to press the hand of the beloved old man, or at least get an unobstructed glance at his noble countenance. Innumerable instances of the most touching devotion occurred on this memorable journey through the heart of the city, which, of course, we shall not attempt to record. One incident, however, we cannot pass over. A lady, residing in Second street, made her way through the crowd, not without difficulty, exclaiming that she was determined to shake hands with Mr. CLAY, and would do so, if she died immediately after. The good-natured throng made room for the old lady as well as they could, and she was soon at the side of the carriage, and grasping the hand of Mr. CLAY, who, while the tears started in many an eye, and he himself in great emotion, said, "God bless you, dear lady!" A shout of delight rose on every side, and the good woman retired perfectly happy.

As the boat swung from the wharf, at least twenty thousand voices rose clear and strong into the morning air, uniting in one thrilling and prolonged cheer; while Mr. CLAY, affected even to tears, looked and waved his adieus and blessings. A large number of persons who had been waiting several days at Cape Island for the arrival of Mr. CLAY, gave it up yesterday morning and returned home. They met the Robert Morris some ten or twelve miles below Newcastle, where rail-roads were exchanged, and many of the returning party would have gladly gone on board the flag-boat, and sought the Cape, had the exchange been practicable.

MORTALITY AMONG THE VOLUNTEERS.

MR. JOS. D. GORMAN, one of the North Carolina volunteers for the Mexican war, returned to Raleigh on Saturday week, having been discharged from service on account of bad health. He left Gen. Taylor's camp on the 1st of July, at which time and place he heard from the North Carolina regiment. They were then at Saltillo, where they would remain until Gen. Taylor was ready to make his advance upon San Luis Potosi. There had been about 125 deaths in the regiment, and there were about 200 on the sick list, many of them dangerously so, six having died of the measles at Monterey the night previous.—Register.

The venerable mother of the late Judge STORY, widow of Dr. ELISHA STORY, died at East Boston on Monday last, in the 89th year of her age. Gayety, cheerfulness, activity, and kindness adorned a length of days which would otherwise have been a burden, while many remarkable traits of intellect stamped her character with an originality and freshness which age could not dim or diminish. No one could know this lady and her late distinguished son without perceiving how many of his most striking qualities were derived from her.

"ALWAYS RIGHT"

The St. Louis Union of the 7th instant has the following delectable scrap of editorial:

"The Statesman, one of the leading Whig journals of Missouri, keeps standing at the head of its editorial columns a remark attributed to Gen. Taylor: 'My country is always right.' This may be regarded as a standing rebuke of the Whig party for its abuse of our country in fighting Mexico. That party, in all of our disputes with foreign nations, has considered 'our country always wrong.'"

A great many remarks are attributed to General TAYLOR which he never made, and probably this among the number, though it is a saying which might fall from the lips of a soldier without exciting any special wonder. But the Union, we suppose, adopts it.

"My country" was right, then, when it insisted upon "the whole of Oregon or none," and also right when it backed out of that position, and gave up to Great Britain the hand-some slice she wanted.

"My country" was right, too, when it sent forth its satraps to establish civil governments in foreign territories, and proclaim the inhabitants thereof "citizens of the United States" and "one with our people;" and also right when it craved out of that scrap, and sent instructions to have only military possession taken of the districts temporarily subjected to the dominion of its arms.

"My country" was right, likewise, when it refused to appoint a special commissioner to treat with Mexico respecting matters of grievance between the two nations, though urgently solicited to do so by the latter country; and right again when, after a year's war and millions of expenditure, it backed out of the stand thus taken, and sent out Nicholas P. Trist "in the character of a commissioner" to do what no party in Mexico then had the power to do.

Gammon! The St. Louis Union should hold itself above such stuff as this.

The real truth is, however, that "my country" was never guilty of any of these absurdities. James K. Polk it was, who, backed by his party supporters, declared for the whole of Oregon and took half; erected civil governments in foreign lands, and then thought it prudent to knock them down again; and insisted on making Mexico receive a Minister Plenipotentiary from the United States, and subsequently suffered himself to be driven to the necessity of soliciting her to receive a commissioner in the shape of a clerk in the Department of State! "Sic transit," &c.—Cincinnati Gazette.

THE COST OF IT.—According to an official statement from the Treasury Department the public expenses for the last three months have been over twenty-two millions of dollars, of which sum more than sixteen millions have been paid for the army. The force in the field is not much greater now than it has been for the year past, and the cost of its maintenance not much if any greater. The war expenses for the army alone during this year will, therefore, amount to not far from sixty-five millions, or a million and a quarter a week. Add to this the other expenses for the navy, the civil list, &c., the pensions to be paid hereafter, the vast amount of claims yet to come in, &c., and the aggregate cost of this war in money alone, to say nothing of the lives destroyed, will not be much less than one hundred millions a year, a sum nearly double the cost of waging war for the same time against Great Britain in James Madison's time.

Yet while expending this vast amount of blood and treasure in a war for territory that we do not want, and which all parties now agree we will not take, a comparatively miserable pittance—not more than quarter of the yearly interest on the sum named—is denied for works that we do want, that will effectually protect life and commerce in our own country, and whose benefits will be enduring. The official organ of the Administration and Mr. Polk himself denounce all who will not support the war, or who even question its propriety, as traitors, and those who ask for the improvement of our harbors and rivers as Federalists.

[Buffalo Commercial Advertiser.]

EXPENSES OF THE WAR.—We have seen various estimates of the costs of the war, varying from thirty to one hundred millions of dollars. We have supposed that, if the war were to be closed to-morrow, the total cost would not fall much short of the latter sum; and this supposition is strengthened by a list of the appropriations made for war purposes, as given in Thursday's National Intelligencer.

The whole of these appropriations (\$80,873,065) have been already expended within a few millions of dollars, and these will probably be absorbed by outstanding claims against Government. To this sum of nearly eighty-one millions is to be added the value of the bounty lands voted to soldiers, pensions granted, and the destruction or loss of individual property which will have to be paid for by Government. When all these items shall be added together, we feel pretty confident that the gross sum which will have been expended on account of the war will not fall short of one hundred millions of dollars. But should the war be continued another year or two, it cannot be at a cost of less than fifty millions of dollars per annum. These are some of the consequences of the annexation of Texas, and were predicted before that event occurred. But there are other results yet to follow. Texas owes a large debt, for which the government of that State was pledged, and for the payment of which certain revenues were assigned whilst yet an independent Power. These debts must be paid, but by whom? The creditors call on the Government of the United States for payment, and with justice and reason in favor of their claim. They insist that, as Government has appropriated to its own use the revenues which had been pledged by Texas for the payment of their claims, it should assume the debts also. We have no doubt that an act for that purpose will be passed; so that the country may look to Texas, and it would have been not only cheaper, but in many respects preferable, to have purchased out the claims of Mexico, not only to Texas but to New Mexico and the Californias. It would have cost less and have saved many valuable lives. Having, however, taken what we deem to have been a false step in the annexation of Texas, and thus plunged the nation into war, we must submit to the consequences with what grace we may.—Balt. Clipper.

LOOK AT THIS!—The Government receipts for the quarter ending the 30th of June, including 12,242,900 dollars received from loans, was but \$20,405,050. The expenditures in same time were \$22,242,900. If we deduct, as we should, the loan as a debt yet to be provided for, we have:

Receipts.....	\$20,405,050
Loan deducted.....	12,242,900
Actual receipts.....	8,162,150
Expenditures in same time.....	22,475,505

Deficiency in one quarter.....\$14,313,355 This is only the commencement of the beginning. \$18,000,000 of the above expenditures are said to have been for the army and navy alone. If to the above we add the future expenditures for a vigorous prosecution of the war, large unadjusted claims to be paid, the immense pension list which gratitude to gallant soldiers will entail, and the \$10,000,000 proposed to be appropriated to "conquer peace" by treaty, it will require all the financial talents of the Secretary of the Treasury to estimate and provide for the demands on it.—Charleston Mercury.

The Nashville "Union" is lauding the Administration, and asserts that its success is seen in "the smiling countenances of a free, happy, and prosperous people." Does the editor allude to the "smiles" of the widows and orphans of the brave men slain in the prosecution of the existing unnecessary war?—Albany Journal.

RAILROAD FROM CINCINNATI TO ST. LOUIS.

The adjourned meeting of the citizens of Cincinnati friendly to the early construction of a Railroad from Cincinnati to St. Louis, making Indianapolis and Terre-Haute (in Indiana) points on the line, took place on Tuesday evening, August 10th, and was largely attended.

JAMES HALL, Esq., chairman of the committee appointed at the previous meeting to prepare resolutions for the consideration of the adjourned meeting, reports the following, which were adopted unanimously:

Resolved, That we have with much gratification of the project of a Railroad from St. Louis to Cincinnati, and heartily concur in the opinion that such a road would be of inestimable value, not only to these cities, and the intermediate cities, but to the travelling and commercial community of the nation at large.

Resolved, That the vast amount of travelling and business passing daily and hourly between St. Louis and Cincinnati, the circuitous route of the communication by water, and its frequent obstructions by ice and low water, render the construction of a railroad between those points not only necessary but indispensable.

Resolved, That, as a part of the great line of travel between the seaports of the Atlantic and the producing regions of the West, the connection between St. Louis and Cincinnati is necessary and inevitable; and equally so, whether the remainder of the route be through Pittsburg to Philadelphia, through Western Virginia to Baltimore, or through Kentucky, Tennessee, and Georgia, to Charleston.

Resolved, That the facilities which would be offered by such a road for conveying the produce of the country lying along its route to market, and especially to the great markets of Cincinnati and St. Louis, would in a few years more than repay the cost of its construction, in the value it would add to land and other property, and would yield no profit as a stock; but we believe that as an investment it would be one of the most profitable railroads in the United States.

Resolved, That, considering the importance of this road to Cincinnati, we hold it to be incumbent on the city and City Council to extend to it, without delay, and in the most substantial manner, the decided support, and earnestly commend to them in this respect the public spirit and sagacious example of the city of St. Louis.

Resolved, That we respectfully and earnestly recommend to the City Council of Cincinnati, that, having first obtained the necessary authority, they subscribe on the part of the city for a liberal amount of the stock of the said road, of which one hundred shares shall be subscribed to the road from Cincinnati to Hamilton, in Ohio.

Resolved, That we further recommend to the City Council that they extend towards the contemplated road their sanction and approbation, by the appointment of a committee from their body to collect information in regard to the route, length, cost, advantages, and all other details and circumstances connected with said road, to correspond with other committees and bodies who may be charged with the subject in other places, and to report to the Council from time to time all the information they may collect in regard to it, so that the said Council, and all our citizens who may desire to patronize this magnificent national work, may have access to authentic facts in relation thereto.

Resolved, That the President and Secretary of this meeting concur in these resolutions to the City Council, and also cause them to be published in the public newspapers.

The meeting was addressed by Judge HUNTINGTON, of Indiana, Judge HALL, REV. KING, Esq., and others. The Cincinnati Gazette says that the remarks of Judge HUNTINGTON, with reference to the easy practicability of the scheme, the great fertility of the country which the proposed line would open to the leading exchanging and shipping points of the West, the assurances that have been given of large subscriptions in the counties that would be passed through, and the great importance of moving early—promptly—now—in an effort to connect St. Louis and Cincinnati by an iron track, such as that which is proposed, were exceedingly interesting, and listened to with great attention.

SOUTHERN RAILROADS, &c.

CORRESPONDENCE OF THE BOSTON POST.

RALEIGH, (N. C.) AUGUST 7, 1847.

A Boston Company has purchased the railroad from Portsmouth (Va.) to Weldon, in this State, and also an interest in the Weldon and Gaston railroad towards this city, (Raleigh.) They are now engaged in laying down an entire new track with heavy T rail, and intend to go on the low price system. They intend to have the fare from Baltimore to Weldon five dollars, and then one can travel from Baltimore to Charleston, some six hundred miles, for thirteen dollars. They mean also to increase the rate of speed, and run the distance from Portsmouth to Gaston in three hours and a half, and from Portsmouth, through Gaston, to Raleigh, in six hours and a half. Then the route from Raleigh to Baltimore can be run in sixteen hours and a half.

Now, if this same Boston company will reap the greatest profit from their stock, they will interest themselves and assist in getting a railroad from Raleigh to Camden, South Carolina, through Fayetteville and Cheraw. The distance is about one hundred and eighty miles. If this railroad is built it will shorten the route between New York and New Orleans nearly one hundred miles, and consequently take nearly all the travel between the North and South. Unless this road is built, the railroad from here to Gaston, and the one from Gaston to Weldon, will not be very valuable, but it built the stock of these roads will be above par, and it will at the same time more than double the business on the road from Weldon to Portsmouth. The North Carolinians are interesting themselves in this scheme, and with some help from abroad, would carry it out. It has been tried out and out—short railroads from one point of country to another will not pay unless connected with some long line travelled route.

But let us talk of something besides railroads. Did you ever hear of the celebrated "Iron Gray Spring" near Petersburg? No. Why its waters have performed cures as much beyond that of Brandreth's pills or Wistar's balsam of wild cherry as the light of the sun exceeds that of a farthing candle. You recollect the account of that English officer at the battle of New Orleans who got his nose sliced off with a Kentucky sabre. He clapped his nose on and held it till it adhered, but on looking in a glass when the fight was done, to his horror and dismay his handsome proboscis was on wrong side up! He was a great snuff-taker, and on that account he found it "just the thing" but he was under the necessity of standing on his head every time he blew his nose. To remedy this great inconvenience he consulted the most eminent physicians and surgeons of Europe and America, till, fortunately he heard of the "Iron Gray Spring." He visited it forthwith. The first day he drank two barrels of the water, and continued to increase the quantity until five hog-heads was his daily allowance. In the course of three days he felt a slight twitching sensation on his nose, and the next day he observed that it had turned one-quarter round. In the course of a week it was turned clear round, and there it stood "fair and square" as it was before the battle, with nothing but a slight scar to show that he had ever been wounded. This "remarkable cure" is duly proved by numerous certificates in his possession.

RALEIGH is a beautiful place. Summer and winter it is as healthy as any place in the Union. It is, as you know, the capital of North Carolina. The State house erected a few years since in place of one that was burnt, is, I think, the best State house in the Union, and I have seen them nearly all. It is built of a sort of white granite or free stone, but little darker than Vermont marble. The building is very large, supported by pillars on two sides, and is emphatically fire-proof. Raleigh is well provided with schools. The female seminary under the charge of the Rev. A. Smead and his lady has about one hundred students. Judging from the elegant buildings, spacious grounds, libraries, and apparatus, and its high reputation, it must be one of the first institutions in the country.

The Classical and Military Academy in Raleigh, under the superintendence of Professor T. J. Lovejoy, is the first school in the State. The military arrangements are similar to those at West Point, and in the classical department a full collegiate course is taught. The academy at this time numbers about ninety boys.

GREAT SPURT DOWN EAST.—According to the Martha's Vineyard Gazette, numerous in sea sports are having great fun amongst the sharks in that vicinity. Two gentlemen, with a boat-hand, last Tuesday succeeded in taking forty, from ten to twelve feet in length. One shark weighed 500 lbs.

PURDLING IRON.—Some of our readers may not know what it is to be understood by the term "puddling iron." It is simply putting a lump of scrap of iron into a heated furnace, where it melts and becomes malleable, and is then rolled into rods, dry or hard enough to form a ball. It is then taken from the furnace, put under a heavy hammer, and made into blooms, which are drawn between heavy rollers into rods or bars, to suit customers.

VELOCITY OF MAGNETIC FLUIDS.

FROM THE JOURNAL OF COMMERCE OF AUGUST 17.

LONGITUDE OF NEW YORK CITY BY MAGNETIC TELEGRAPH.—A few days since we gave a brief notice of the measures which were in progress for the determination of the difference of longitude between New York, Philadelphia, and Washington, by means of the Magnetic Telegraph. We understand that those experiments have been continued, and have been brought